

Intimations.

DAKIN, CRUICKSHANK & CO., LD.

WARM CLOTHES.

THESE will all be spoilt before next cold weather unless properly taken care of.

NAPHTHALINE

Is the best thing to keep away Moths, &c., and prevent clothes smelling lousy.

FIFTY CENTS PER TIN.

DAKIN, CRUICKSHANK & COMPANY, LIMITED, VICTORIA DISPENSARY.

Hongkong, 6th April, 1894.

A. S. WATSON & CO., LIMITED.

WINES AND SPIRITS.

On and after the 1st April, 1894, the Prices of our WINES AND SPIRITS will be as follows:—

PORT.

(For Invalids and general Use.)

	Per dozen Cases.
B Vintage, superior quality, Red Cap.	\$14.40
C Fine Old Vintage, superior quality, Black Seal Cap.	16.20
D Very Fine Old Vintage, extra superior, Violet Cap.	20.40

Port after removal should be rested for a month before use. Wine required for drinking at once should be ordered to be decanted at the Dispensary before being sent out. These wines are too well known to need comment.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates. We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony, or from our authorised Agents at the Coast Ports.

SHERRY.

	Per dozen Cases.
B Superior Pale Dry, dinner wine, Green Seal Cap.	\$10.80
C Marzani's, Pale Natural Sherry, White Cap.	12.00
CC Superior Old Dry, Pale Natural Sherry, Red Seal Cap.	12.00
D Very Superior Old Pale Dry, choice Old Wine, White Seal Cap.	14.40

E Extra Superior Old Pale Dry, very fine quality, Black Seal Cap. (Old Bottled) 20.40

B, C, and D are excellent dinner wines or for invalids and delicate stomachs. D and E are after dinner wines of a very superior vintage. All are true Xeres wines.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates. We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony, or from our authorised Agents at the Coast Ports.

CLARET.

	Per Case.	Per Doz. Cases.
B St. Estephe, Red Cap.	\$8.66	7.50
C St. Julien, Red Cap.	9.00	9.60
D La Rose, Red Cap.	12.00	13.92
E Saint Foy, Red Cap.	7.20	7.92
F Cassac, Red Cap.	9.60	10.44
G Chateau d'Anglade, Red Cap.	13.20	14.40
H Chateau Haut Blau Larivet, Red Cap.	18.60	19.20
I Chateau Mouton d'Armailhacq, Red Cap.	21.00	22.20

Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the vine of the grape, and are not artificially made from raisins and currants, as is generally the case with cheap wines.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates. We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony, or from our authorised Agents at the Coast Ports.

HOCK.

	Per Case.	Per Doz. Cases.
Nierstele, Hock.	\$12.00	12.00
Rudelsheimer, Hock.	21.00	21.00
Hockheimer, Hock.	24.00	24.00

BURGUNDY.

	Per Case.	Per Doz. Cases.
Chablis, white wine.	15.00	15.00
Muscat, superior white wine.	18.00	18.00
Voulay, very superior red wine.	21.00	22.20

MADEIRA AND CHAMPAGNE. Full particulars of the various Brands on application.

BRANDY.

	Per dozen Cases.
A Hennessy's Old Pale, Red Cap.	\$14.40
B Superior Very Old Cognac, Red Cap.	16.20
C Very Old Liqueur Cognac, Red Cap.	20.40
D Hennessy's Finest Very Old Liqueur Cognac, 1873 Vintage, Red Cap.	36.00
E Finest Very Old Liqueur Cognac, 1865 Vintage, Red Cap.	48.00

All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates. We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony, or from our authorised Agents at the Coast Ports.

WHISKY.

SCOTCH—

	Per dozen Cases.
A Thorne's Blend, White Cap.	\$10.80
B Watson's Glenlivet Blend, Blue Cap.	10.80
C Watson's Blend, Blue Cap.	12.00
D Watson's H.K. Blend of the Finest Scotch M. & W. Whisky, Blue Cap.	14.40
E Watson's Very Old Liqueur Scotch Whisky, Gold Cap.	15.00
F Daniel Crawford's Very Old Scotch Whisky, Gold Cap.	14.40

Intimations.

Our lowest priced Whisky is an excellent quality and of greater age than most brands in the market. We recommend our customers not to be deterred by the lowness of price from trying them all. For a soda-whisky, Thorne's Blend and Watson's Glenlivet are equal to any. Abolour-Glenlivet is a very old Peat Whisky (Smoky) that could not be replaced in stock at the price. D and E are too well known to need comment.

IRISH—

	Per dozen Cases.
A John Jameson's Old, Green Cap.	\$12.00
B John Jameson's Fine Old, Green Cap.	15.00
C John Jameson's Very Fine Old, Green Cap.	18.00

All these are very fine and old. C has been stocked in Hongkong in word for 30 years, there being little sale for Irish Whisky in the Colony.

AMERICAN—

	Per dozen Cases.
Gerulose Bourbon Whisky, Fine Old, Red Cap.	\$15.00
With our Name and Trade Mark.	

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates. We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony, or from our authorised Agents at the Coast Ports.

GIN.

	Per dozen Cases.
A Fine Old Tom, White Cap.	\$7.20
B Fine Unsweetened, White Cap.	7.20

RUM.

	Per dozen Cases.
Finest Old Jamaica, Violet Cap.	\$15.00
Good Leeward Island, 600.	
Good Leeward Island, \$2.50 per Gallon.	

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates. We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony, or from our authorised Agents at the Coast Ports.

LIQUEURS.

	Per dozen Cases.
Benedictine, Maraschino, Curacao, Hering's Cherry Cordial, Chartreuse, Dr. Siegen's Angostura Bitters, &c.	

PRICES ON APPLICATION.

A. S. WATSON & CO., LD. HONGKONG DISPENSARY. Hongkong, 30th March, 1894.

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 3, 1894.

FIRES.

The increasing frequency of fires in Hongkong—from 8 in 1891 to 18 in 1892, and 35 in 1893, with 16 already in four months of 1894—is a grave source of alarm not only to the insurance companies (who have only themselves to blame for what purely affects their business) but also to the whole colony, which may at any time be plunged in the misery of a water famine through this cause, to say nothing about the danger of a catastrophe such as that in 1874, when nearly a third of the city was burnt down. Every fire that occurs is liable to cause loss and suffering to perfectly innocent people.

The easiest aspect of the problem may be taken first, from the purely business point of view of the insurance companies. The payments in settlement of losses affect nobody but the insured and the insurers; it is of no direct importance to the public to know that one company last year lost between \$30,000 and \$60,000 net, and that similar results are not uncommon with a certain class of insurance offices, while other though doing a remunerative business manage regularly to keep their annual out-payments down to three figures. These facts, however, (which we have obtained from unquestionable sources) are of interest to the general public in that they show the quickly-developing tendency; some offices have always been extremely cautious in accepting Chinese risks, while others have been only too eager to take anything at any price, with the natural result that they are now getting quite a scare—the evil is working its own remedy. If insurance agents would only issue policies on sound properties of unmistakable integrity, and would take the trouble to constantly inspect their risks and make sure that there is no prospect of the policyholders making a big profit out of a fire, such a course would at once remove temptation. That is the practice, we believe, with all the Eastern insurance companies, which are managed by men with local knowledge and considerable interest in their business; but the European and especially the German companies have no such interested and experienced managers, but only agents who are paid by commission on the premium, and who therefore find it to their own advantage to throw caution to the winds. Moreover, the home offices, in their not unnatural anxiety to retain the business which they formerly monopolised in the Far East, are responsible for inflating a cut-throat war of rates with the deliberate and avowed intention of crushing the local opposition entirely. There are about a dozen fire insurance companies founded in Shanghai, Hongkong and Singapore, and these, knowing the ways of the Chinese, have for several years followed a consistent course which minimises the encouragement of arson; they insure little except buildings, since such property is quite reliable—the owner is usually not the occupier, and therefore incendiaries in such cases become practically out of the region of reasonable possibilities. When these firms do insure movable stock, they take every precaution against the chance of having to pay more than its true value; and in the very large class of petty transactions such as clothing and personal effects of Chinese, they refuse to deal at all, since there can be no check on them. But the home offices, bent on fighting the eastern practice of increasing business by

a "bonus" system, accept these dubious risks, and thereby increase the temptation to crimes which almost always involve innocent persons in their ruinous results. Before fire insurance was invented, the dead loss caused by conflagrations made people careful to avoid them; but of course as the loss is discounted, carelessness increases, not to speak of anything more culpable. Insurance thus means the direct abolition of one great check on fires; and yet the companies, which mostly pay heavy dividends, have never been subjected to any special tax to offset the increasing expenditure which they cause. The record for this year speaks for itself:—

January 9th, fire in First Street, family house, caused by lamp breaking in removal; no insurance. Damage \$800.
January 14th, Yu Lok Lane, no known cause, no insurance. Damage \$400.
January 26th, 273 Queen's Road West, no cause; insured for \$7,000 with Economic, damage \$1,200.

February 1st, 26 Market Street, caused by mosquito curtain lighting, no insurance, damage \$2,500.

Feb. 6th, 57 Queen's Road West, caused by crackers, insured with Meiji for \$2,500, damage \$4,000; fourteen lives lost and two other houses badly damaged.

Feb. 6th, Watson's Dispensary, caused by crackers, damage nominal, insured.

Feb. 6th, Hollywood Road, caused by mosquito curtain lighting, damage \$1,000.

Feb. 14th, Upper Station Street, caused by spark from chimney, damage \$300, uninsured, two children burnt to death.

Feb. 23rd, 89 Queen's Road West, caused by overheating in cook-house, damage \$50, insured for \$5,000 with Carlowitz & Co.

March 3rd, Salt Fish Street, sparks from chimney, damage \$1,500, insured for \$3,000 with Carlowitz & Co.

March 28th, Upper Lascar Row, careless use of matches, damage \$5,000, uninsured.

April 4th, 13 Bonham Strand, no cause known, seven houses burnt, damage \$150,000, insured with various European offices through Messrs. STRASSER & CO., SCHILLER & CO., and KRUZE & CO., up to about \$200,000. [It will be remembered that on this occasion, after repeated comments in these columns, sea water was used by the brigade with the floating engine for the first time, as then reported.]

April 17th, Hollywood Road, no cause, damage \$2,000, newly covered with KRUZE & Co.

April 20th, Wanchai Road, no cause, damage \$1,500, insured with KRUZE & Co. for \$2,500.

April 30th, 122 Queen's Road Central, no cause, six houses burnt, damage \$55,000, all covered through RUTER BROCKELMAN & CO., SCHILLER & CO., and HUTCHINSON & CO.

May 1st, 116 Queen's Road Central, lamp accident, damage \$18,000, insured with Netherlands for \$12,000 and Northern for \$2,800.

This makes sixteen fires in four months, or a rate of 48 per annum; total damage (estimated roughly in most instances) say \$242,000 and total insurance \$392,000. This means, on the one hand, a powerful fillip to premium incomes, and hence increased dividends and increased commissions; the increasing losses do not appear heavy enough yet to matter much, or else we should find insurance offices making reforms in their methods. On the other hand, these returns indicate heavy work for the Fire Brigade, which is not paid for by the people who cause it; a heavy drain on the water supply—probably more than the total legitimate consumption of the colony, and again the cost falls on the wrong people, who moreover suffer from the depletion of the reservoir; and it may also mean a deplorable loss of human life. All this is more or less directly due to insurance, whether excessive or otherwise; for it stands to reason that if there were no insurance, people would be more careful with matches, crackers, oil lamps, &c. It would therefore be only reasonable to tax insurance companies in proportion to their business, to pay expenses; and that would check the alarming increase of fires. The companies refuse to co-operate voluntarily in the required direction, and therefore they must be compelled by legislative regulations to adopt safeguards. It is surprising, too, that Hongkong has nothing in the nature of a salvage corps, to rush all the movable objects of adjacent buildings when a fire looks dangerous; some of the insurance companies have a few coolies at this work, but in a wretchedly inadequate way. This must be done by the Government at the companies' expense if they decline to act spontaneously.

As to the Fire Enquiry Ordinance, it is a farce. When first enacted, it scared the Chinese, and fires dropped to eight per annum from about thirty; but now the thing has lost its terrors, and like so many Hongkong laws you can drive a coach and four through it, not to mention a fire engine or a coolie steamer. Arson is well known to criminal jurists as about the hardest thing on earth to prove in law; and the last attempt in Hongkong resulted in the principal witness being sent to gaol as a perjurer for two years by the verdict of a Hongkong jury! The Libel Law might perhaps come in if we were to assert his innocence; but our opinions on local juries are well known.

If nothing is done to stop these fires, we shall have no drinking water left, and nobody to drink it, since the Colony will be burnt out sooner or later. It is nothing to us that insurance companies have to settle heavy losses—it serves them right; but the accompanying danger to others is a matter for public action. As matters stand now, there is nothing to stop the march of the Fire Flood. The only remedy is to keep a close watch on insured stocks to see that they never become small enough to leave a possibility of profit on the policy. If no appreciable margin is ever allowed (between the amount on the

policy and the real value of the goods) there will be no inducement to "work the oracle." That is the main desideratum—a close and constant inspection of insured goods, by the companies if they are willing, otherwise by the Government at the companies' expense—one way or other it must be done. Also, in more justice, the expense of the fire department and the cost of the water should be thrown on the companies, who in turn would take it out of their clients. In fact, it would probably not do much harm to impose on some insurance offices a tax heavy enough to be almost prohibitive.

TELEGRAMS.

MAY-DAY CELEBRATIONS.

LONDON, May 1st. The May-day celebrations on the Continent passed off without any disturbances occurring.

BULGARIA.

The Paris correspondent of the London Times reports that the Emperor of Austria and the Sultan of Turkey have undertaken to mediate with the Emperor of Russia to secure the recognition of Prince Ferdinand of Bulgaria.

DISESTABLISHMENT.

The Welsh Church Bill has passed the first reading in the House of Commons, after a vehement protest on the part of Mr. A. J. Balfour, leader of the Opposition.

SHANGHAI RACES.

(Special to the Hongkong Telegraph.)

Stewards: A. McLeod, Esq.; H. J. H. Tripp, Esq.; J. S. Fearon, Esq.; C. J. Dudgeon, Esq.; J. A. Pond, Esq.; G. D. Böslig, Esq.; and F. J. Maitland, Esq.

Clarks of the Course: E. H. Gore-Booth, Esq.

Secretary: Barnes Dallas, Esq.

THIRD DAY—WEDNESDAY, MAY 2ND.

The following are the results of the last race which had not been run yesterday when we went to press (5.30 p.m.)

THE GRAND NATIONAL STEEPCHASE; value, £1,150; for China ponies; second pony, £150; weight for inches as per scale; non-winners of a steepchase allowed 5 lbs.; entrance, 15 s. Twice round a course selected by the stewards.

Mr. Robson's gr. Camptown, 10 st. 13 lb. 1. Mr. Uto's gr. Auctioneer, 10 st. 10 lb. 2. Mr. Reany's gr. Bendigo, 11 st. 11 lb. 3.

Allowance of 5 lbs. deducted.

Six ponies started.

LOCAL AND GENERAL.

OUR review of "Brownie's" valuable and interesting book on "Dairies" is unavoidably held over until to-morrow.

The British despatch vessel *Alacrity* left for Yokohama this forenoon.

A MEXICO banking institution dismissed no less than 15 of its country managers the other day.

The "Blue Funnel" steamer *Tantalus*, after having been thoroughly overhauled and repaired, proceeded on her homeward voyage to-day.

At Hinokawa, in Tottori-ken, Japan, thermal springs have been found in the sea about 60 yards from the shore. Means are being taken for conveying the water to land.

It is notified that the annual meeting of the Hongkong General Chamber of Commerce will be held at the Chamber's Rooms, City Hall, at 3 p.m. on Friday, the 11th inst.

In reference to our recent remarks on Indian coolie labour in Borneo, it is worth noting that there are now 4,025 Indian coolies in Fij, who have no less than £13,143 in the banks.

It has heretofore been almost impossible to make large castings of aluminium, but the difficulty has now been so far overcome that pure aluminium bath tubs are now made in a single piece.

The art of paper-making has reached the point where it is possible to cut down a growing tree and convert it into paper suitable for printing purposes within the short space of twenty-four hours.

On the night of the 23rd ult. the Grand Hotel at Yokohama was entered by burglars, who cut a hole in the billiard-room door, and a patent automatic cash register, costing \$150 and containing \$80 and a gold watch, was taken away.

The Secretary of the Sanitary Board is hereby notified that the Governor of the Gao is now daily allowing large volumes of sewage to drain from his premises into a side channel in Arbutnot Road, in defiance of the law and as an insubordinate insult to private citizens.

Miss Kate Field, the accomplished proprietress of *Kate Field's Washington*, originally intended to go upon the operatic stage, and was a pupil of Manuel Garcia, who taught Jenny Lind. Garcia, it may be added, is still teaching, though he enters his ninetieth year this month.

A JAPANESE paper, the *Kokumin*, reports a fight between a whale and thirteen large turtles off Chikuzaki, in Oita-ken, in which the cetacean was killed and eventually gave up the ghost. If we may be allowed to perpetrate a chestnut we should say this was "very like a whale!"

An enterprising shorthand writer who attends the funerals of prominent persons and takes down verbatim the addresses of the officiating clergymen is said to be doing a roaring business in Berlin by selling highly-ornamented copies of the *de memoriam* discourses to the friends of the "dear departed."

It is rumored that "Curly Blue" is going to tomahawk the alleged dramatic critic of the *Daily Press* for referring to him as "a most accomplished and popular comedian"—only this, and nothing more, for an actor whose earlier pieces are *Romeo*, *Macbeth*, *Hamlet*, and *Marat*! What price *Enry Kitsu* as an "heavy tragedian"?

A LONDON Magistrate lately sentenced a man to six weeks' imprisonment for biting a number of places out of his illegitimate daughter, aged about six years. Six weeks for cannibalism is a very light sentence, especially when the offender is a relative of the victim. The Magistrate usually prescribes six months' hard for missing toes in cases of ear-ringing snatching.

"PROFESSOR" Ben Taylor, now in Yokohama, having published a challenge to fight any man in the East at 150 lbs., has elicited a response from a Yankee sailor on the *Baltimore* named McKenney, late instructor of boxing at the Stepmaster's training station. The Yankee man writes from Shanghai to the *Graphic* hoping arrangements may be made to see them.

A PROPOSAL has been made to hold an international exposition in Japan ten years hence.

ONE Hamlet runs a pawnbroker's shop in the city of Brisbane. "My prophetic soul, my uncle!"

THE Canadian Pacific Railway Co.'s royal mail steamer *Empress of China* arrived at Vancouver on the 1st inst.

AT Shanghai the other day all the China Merchants' steamers in port were decked out in bunting in honour of the birthday of the Goddess of the Sea!

AT the Magistrate's day, before Mr. Wodehouse, a Chinaman was fined \$15 or six months for being possessed of about eighty tials of loose opium (contraband).

TEACHER (questioning Sunday-school class as to the quotation, "Judge not, that ye be not judged," etc.)—What is a judge? Small Girl (answering quickly)—The man that gives divorces.

THE largest cherry-tree in Kyushu (Japan) is to be found at Nishi-Arita-mura, Hida-gun, Otake. The tree is 16 feet round at the base and its spreading branches are 72 feet in diameter.

THE Reign of the Short Story—"Are you fond of short stories?" asked Blax. "No," replied Rany; "I hear too many of them. Nearly everybody I meet wants to borrow money of me."

THERE are said to be large numbers of sealing-vessels in Japanese waters, near Kinkazan and Kamashih. A few days ago over 100 of them are reported to have been despatched 40 miles off Kamashih.

A JAPANESE girl who stole \$25 and a gold ring from the cabin of the chief officer of the *Taiyang*, on which she was a deck passenger from Shanghai, was sent to gaol to-day by the magistrate for six months.

THE Spring Regatta of the Yokohama Amateur Rowing Club is to be held on Saturday, May 13th. There are ten events on the programme, including four pairs, double-sculls, single-sculls, and sculls with coxswain.

AN Antiochian paper's obituary on a suicided wife: "He was in receipt of money from home at various times and enjoyed himself thoroughly every time a cheque arrived. He had seen better days, and will be missed."

THE body of a European, fully clothed, was found floating near the centre of the harbour this morning by the Water Police. The deceased has not yet been identified, but is supposed to be a sailor, and has apparently been in the water more than a day.

THE *Siam Observer* learns that Boon Chan, the only witness against Phra Yot, has died in Saigon, from his wounds! He was shot in June last year—nine months ago. Now, presume our contemporary, Phra Yot will be indicted for murdering him also.

THE average annual silk production of the Nishijin district (Japan) is 2,931,884 pieces valued at 10,261,502.48 yen. There are altogether 1,925 manufacturers employing 33,688 hands, of whom 14,188 are paid employees and 19,500 are apprentices. Of these, again, 18,254 are males and 15,434 are females. The average daily wage of men is 33 sen, and of women 20 sen.

LAST, but not least, in the list of Far Eastern shipowners who have raised the pay of their European employees owing to the fall in the gold value of the Mexican dollar come the Nippon Yusen Kaisha, of Tokyo, who, in response to a memorial forwarded to them by the foreign captains, officers and engineers in their service a few weeks ago, have announced that the salaries of their European staff, both ashore and afloat, will be raised 25 per cent. all round, the arrangement being that, in common with the system adopted by other firms engaged in the Far Eastern coasting trade, a portion of their pay will be issued at sterling rates.

DELAYS in shipping legislation at Washington must be expected where so many lawyers are legislators, remarks the *Maritime Register*. Lawyers are over a head of delays. Business men chafe under this kind of management, but they have only themselves to blame. They should send more of their kind to Washington, especially to work for shipping interests. There is nothing but an old fallacy to support the belief, now almost impregnable, that lawyers make the best legislators. Lawyers themselves are strongly of this opinion. But in this they resemble nothing so much as Dickens' school-master Squeers, who so often said he was a very good fellow that after a time he believed it himself.

THE Victoria English School prize distribution was held this afternoon in the City Hall, under the august auspices of Major-General Digby Barker, acting Governor of Hongkong (who, by the way, seems to have been knighted by the school authorities, judging by their invitation card). The winners of Oxford Local Certificates were—Misses Obadiah, Peter Bortolli, George Stevens, Ivan Smith, and Helen G. H. Smith. General Barker, in a pithy speech, dilated on the excellent progress the school has made during the past year. He also strongly impressed on those who did not take a prize in the recent examination not to be disheartened, but to try for better prospects in the forthcoming examination. Three hearty cheers were given by the scholars, and the General acknowledged the compliment.

Re the story of Sandow tearing in halves two packs of cards at once. All the showiest feats of "strong men," remarks a *Bulletin* correspondent, are feats requiring a knowledge of physics. That is the meaning of "knack." Perhaps the hardest feat for any strong man to perform, simply because it can't be done by brute strength, is this: The strong man lies on a level floor flat on his back, with his arms stretched flat on the floor above his head. A second man lays himself flat across the strong man's hands. Together they form a great capital T. The feat is for the strong man to lift up the other, and without dropping him, lay him down just beyond his feet so as to reverse the former position—thus, J. A man of ordinary strength can do it, if he knows a little physics, but not even Sandow could do it by sheer brute-strength.

In his latest Consular Report, the British representative at Kungchow, Hainan, enters into some of the questions connected with Chinese emigration, and he states that the Chinese abroad, who seem to foreigners to set such small store on the comforts and graces of life, always look forward to the time when their bodies will repose peacefully in an expensive tomb in their Fatherland, to which their posterity for long generations will plumbly bring offerings of flowers, power, money, 100, and wines for his *man to enjoy*. "John" wishes also to perform the same filial duty towards his own forefathers. There are potent reasons why he desires to return home, or at least have his body taken there. As is well known here, many a

The Share Market.

LATEST QUOTATIONS.
 Hongkong and Shanghai Bank—91 per cent, prem., sellers.
 The National Bank of China, Ltd.—on £3.00 paid up—85, sellers.
 The National Bank of China, Ltd.—Founders' shares, nominal.
 The Bank of China, Japan & the Straits, Ltd.—£2, buyers.
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares, £2, buyers.
 Chinese Imperial Loan of 1884 C—2 1/2 per cent, premium, sellers.
 Chinese Imperial Loan of 1886 E—14 per cent, premium, buyers.
 Union Insurance Society of Canton—\$132 per share, sales and sellers.
 China Traders' Insurance Company—\$62 per share, sales and buyers.
 North China Insurance—Tls. 170 per share, ex div., buyers.
 Canton Insurance Company, Limited—\$138 per share, buyers.
 Yangtze Insurance Association—\$75, sellers.
 On Tai Insurance Company, Limited—Tls. 15 per share.
 Hongkong Fire Insurance Company—\$184 per share, sellers.
 China Fire Insurance Company—\$79 per share, buyers.
 Hongkong, Canton, and Macao Steamboat Co.—\$261 per share, sellers.
 China and Manila Steam Ship Company—\$70, sellers.
 Indo-China Steam Navigation Company, Limited—40 per cent, discount, sellers.
 Douglas Steamship Company—\$50, sellers.
 Hongkong and Whampoa Dock Company—86 per cent, premium, buyers.
 Geo. Fenwick & Co., Limited—\$21 per share, sellers.
 Hongkong Hotel Company—\$13 per share, sales and buyers.
 Hongkong Hotel Co. Six per cent. Debentures—\$50.
 The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.
 The Shamen Hotel Co., Limited—\$4 per share, sellers.
 Punjoni Mining Co.—\$62 per share, sales and sellers.
 The Roub Gold Mining Co., Limited—\$4.80 per share, sales and buyers.
 The New Balmoral Gold Mining Co., Limited—\$2 per share, buyers.
 Societe Francaise des Charbonnages du Tonkin—\$60 per share, buyers.
 The Jebeu Mining and Trading Co., Limited—\$61, buyers.
 London and Pacific Petroleum Co., Ltd.—\$12, China Sugar Refining Company, Limited—\$162 per share, sales and sellers.
 Laron Sugar Refining Company, Limited—\$51, ex div.
 A. S. Watson & Co., Limited—\$10, sales and sellers.
 Dakin, Cruickshank & Co., Limited—\$11 per share, sellers.
 Hongkong Dairy Farm Co., Limited—\$7 per share, sales and sellers.
 The Kowloon Land Investment Co., Limited—\$10 per share, sales and buyers.
 The Hongkong Land Investment Co., Limited—\$53, sellers.
 The West Point Buildings Co., Limited—\$18 per share, buyers.
 H. G. Brown & Co., Limited—\$8 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$36 per share, sellers.
 Hongkong Rope Manufacturing Company, Limited—\$100 per share, sellers.
 Hongkong Gas Company—\$120 per share, buyers.
 Hongkong Ice Company—\$80 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$40 per share, sales and sellers.
 The Hongkong Brick and Cement Co., Limited—\$51 per share, sellers.
 The Green Island Cement Co., \$78, sellers.
 The Hongkong Electric Light Co., Limited—\$5, sellers.
 The Hongkong Steam Laundry Co., Limited—\$35 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$60, buyers.

EXCHANGE.
 On London—Bank, T. T. 2 1/2
 Bank Bills, on demand 2 1/2
 Bank Bills, at 4 months' sight 2 1/2
 Credits at 4 months' sight 2 1/2
 Documentary Bills, at 4 months' sight 2 1/2
 On Paris—Bank Bills, on demand 2 1/2
 Credits, at 4 months' sight 2 64
 On India—T. T. 190 1/2
 On Demand 191
 On Shanghai—Bank, T. T. 72 1/2
 Private, 30 days' sight 73 1/2

VISITORS AT THE HONGKONG HOTEL.

Mr. A. Anderson. Miss M. Maxwell.
 Mr. C. H. Allen. Mr. W. J. O'Donnell.
 Rev. S. A. Bayle. Mr. W. Parfitt.
 Graf. von Blumhagen. Mr. and Mrs. Perkins.
 Mr. A. Dietrich. Mr. F. von der Pfordten.
 Mr. W. A. Duff. Mrs. von der Pfordten.
 Mr. D. G. Fenwick. Mr. and Mrs. Child.
 Mr. D. G. Fenwick. Mr. C. J. H. Poole.
 Dr. V. Danneberg. Mr. S. R. Runtjes.
 Miss F. M. Imandi. Mr. and Mrs. Scheele.
 Mr. M. Jones. Mr. F. E. Sheen.
 Mr. J. Kinghorn. Mr. A. Stewart.
 Baron and Baroness de Ladorio. Mr. T. Talbot.
 Mr. H. B. Lewis. Captain A. Tillet.
 Mr. F. Leyburn. Mr. E. W. Wartegg.
 Mr. R. Lyall. Mrs. Minnie Hank de Wartegg.
 Mr. O. Macleay. Mr. W. Williams.
 Mr. and Mrs. Martin.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Capt. and Mrs. Hunt. Mr. Dipple.
 Mr. MacLean. Mr. J. M. Murray.
 Mr. McDermott. Mr. A. F. Murray-Smith.
 Capt. and Mrs. Moore. Mr. Stokes.
 Mr. J. Chaudet. Capt. & Mrs. Welman.

Post Office.

A MAIL WILL CLOSE.
 For Swatow, Amoy & Yoochow—Per *Haitian* to-morrow, the 4th instant, at 11.30 A.M.
 For Singapore and New York—Per *Port Phillip* to-morrow, the 4th instant, at 11.30 A.M.
 For Swatow and Shanghai—Per *Taitung* to-morrow, the 4th instant, at 11.30 A.M.
 For Hongkong—Per *Hongkong* to-morrow, the 4th instant, at 5 P.M.
 For Straits and Calcutta—Per *Lightning* on Saturday, the 5th instant, at 11.30 A.M.
 For Singapore and Mauritius—Per *Trident* on Saturday, the 5th instant, at 3.30 P.M.

MAILS EXPECTED.

THE ENGLISH MAIL.
 The P. & O. S. N. Co.'s steamer *Ganges*, with the outward English mail, left Singapore on the 1st instant at 6 p.m., and may be expected here on the 7th.
THE AMERICAN MAIL.
 The P. M. S. S. Co.'s steamer *China*, with mails, &c., from San Francisco on the 10th inst., Honolulu on the 17th, and left Yokohama on the 28th ultimo at 4 p.m., and may be expected here on the 3rd instant.
 The O. & O. S. S. Co.'s steamer *Belgia*, with mails, &c., left San Francisco for this port, via Yokohama, on the 19th ultimo.
NORTHERN PACIFIC MAIL.
 The Northern Pacific Steamship Co.'s steamer *Tacoma* left Victoria, B.C. on the 5th ultimo for Yokohama and Hongkong.
THE INDIAN MAIL.
 The Indo-China steamer *Kuifang*, from Calcutta, left Singapore on the 1st instant, and may be expected here on the 7th.
THE CANADIAN MAIL.
 The Canadian Pacific Railway Co.'s steamer *Empress of Japan* left Vancouver on the 23rd ultimo for Yokohama, Kobe, Nagasaki, Shanghai, and Hongkong, and may be expected here on the 16th instant.

STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer *Prism* left Singapore on the 28th ultimo, and may be expected here on the 4th instant.
 The D. D. R. steamer *Prism* left Singapore on the 29th ultimo, and may be expected here on the 5th instant.
 The P. & O. S. N. Co.'s steamer *Malacca*, from Bombay, left Singapore on the 1st instant, and may be expected here on the 7th.

Shipping.

ARRIVALS.
 BUCKENHUIS, British steamer, 1,194, J. M. Hay and Paddy—Geo. R. Stevens.
 BENJOLLO, British steamer, 1,183, J. D. Sarchet and Paddy—Gibb, Livingston & Co.
 PROGRESS, German steamer, 687, J. Jensen, 2nd May—Newchwang 26th May, General—Stemmen & Co.
 TAIKANG, British steamer, 1,505, H. W. Hogg, 1st May—Canton 3rd May, General—Jardine, Matheson & Co.
 CANTON, British steamer, 1,110, T. H. Sellar, 3rd May—Swatow 2nd May, General—Jardine, Matheson & Co.
 WHAMPOA, British steamer, 1,194, L. Dawson, 3rd May—Swatow 2nd May, General—Butterfield & Swire.
 INGRAM, German steamer, 804, E. Piper, 3rd May—Saloon 20th April, Rice—Wilder & Co.
 PORT PHILIP, British steamer, 1,672, C. Grey, R.N.R., 3rd May—Japan 28th April, General—Dodwell, Carill & Co.

CLARANCES AT THE HARBOUR OFFICE.
Lyttelton, German steamer, for Shanghai.
City of Peking, American steamer, for Nagasaki, &c.
Changchow, British steamer, for Amoy.
Taitung, British steamer, for Swatow.
Sura, Italian steamer, for Singapore, &c.
City of Peking, American steamer, for Nagasaki, &c.

DEPARTURES.
 May 2, *Piayang*, German steamer, for Canton.
 May 3, *Albany*, British despatch vessel, for Yokohama.
 May 3, *Taitung*, British steamer, for Singapore, &c.
 May 3, *Nanyang*, British steamer, for Hobei, &c.
 May 3, *Changchow*, British steamer, for Amoy.
 May 3, *Lyttelton*, German steamer, for Shanghai.
 May 3, *Taitung*, British steamer, for Swatow.
 May 3, *Sura*, Italian steamer, for Singapore, &c.
 May 3, *City of Peking*, American steamer, for Nagasaki, &c.

PASSENGERS—ARRIVED.
 Per *Canton*, from Swatow—Messrs. Daly, Seymour, and 30 Chinese.
 Per *Zengde*, from Sai-on—20 Chinese.

DEPARTED.
 Per *Salasia*, from Hongkong for Saigon—Messrs. R. F. Loden, Lambert, Jones, Donald, and Bell.
 For Singapore—Mr. G. T. Hare.
 For Marcellus—Mr. and Mrs. Moura and child, Mr. and Mrs. A. Wuslowski and child, Mr. and Mrs. J. M. Hysa, Rev. Bonin, Rev. C. S. Cherie, Messrs. N. P. da Silva, J. P. Miller, A. T. Vignoles, J. Ramirez, R. Ramirez, and O. Ruegg.
 From Shanghai for Saigon—Mr. Conte, for Singapore.
 Messrs. Khoo Chong Boon and H. Roberts.
 For Suva—Mr. Molotkoff.
 For Port Said—Mr. Droullovo.
 For Alexandria—Mr. Elchamoud.
 For Marcellus—Mr. and Mrs. Ballard and 2 infants, Mr. and Mrs. Gase, Mrs. Sarina and child, Mrs. Hoss, Miss Clark, Mr. H. Miller, and 1 Chinese.
 From Yokohama for Saigon—Messrs. Urcin, Barran, and Bannan.
 For Singapore—Messrs. Jenkins, D. H. Grant, and C. For.
 For Marcellus—Messrs. Skawarow, W. Gowers, A. Graf, and Hawkins.
 Per *Malbourne*, from Hongkong for Shanghai—Mrs. Main, 2 children and amah; Miss M. J. Russell and amah; Messrs. J. Nisim, M. Hart, and E. Botelho.
 For Yokohama—Mr. and Mrs. H. F. Wagar, Miss J. Aviles, Messrs. A. Aviles and E. Frederick.
 From Marcellus for Shanghai—Mr. L. Higg, and 12 Chinese.
 From Saigon—Mr. Millard, Celestin, Matugenchia and servant.
 From Singapore—Mr. Ochika and Mrs. Ohaka.
 From Marcellus for Yokohama—Rev. Mathon, Messrs. Machida, Oscar Pollock, and Kawamura.
 For Calcutta—Mr. Lessa.
 For Singapore—Mr. and Mrs. Yabaki, Messrs. A. V. C. Brulij, Mandat, Hart, Prince d'Arenberg, From Saigon—Mrs. and Miss Hosker and infant, and Mr. George.
 Per *City of Peking*, for Nagasaki—3 Japanese.
 For Kobe—1 Japanese.
 For Yokohama—Mr. and Mrs. F. Fowler, Dr. and Mrs. J. W. Walker, Mrs. C. Foster, Miss Gossip, Dr. G. F. Smith, and Mr. T. E. Griffith.
 For San Francisco—Mrs. Emily Cohen, and Mr. E. A. Harrison.

REPORTS.

The British steamship *Canton* reports that she left Swatow on the 2nd instant, and had light winds and fine weather throughout.
 The British steamship *Buenos Aires* reports that she left Saigon on the 28th ultimo, and experienced fresh north-east winds throughout the passage.

The British steamship *Bengalee* reports that she left Saigon on the 28th ultimo, and had fine calm and clear weather up to the Paracel Islands; thence had strong north-east wind to Hongkong.

SHIPPING IN HONGKONG.

STEAMERS.
 AGNES, French steamer, 290—Geo. R. Stevens.
 ARAKI MARU, Japanese steamer, 1,905, A. Murray, 30th April—Kutchin 25th April, Coal—Mitsui Bussan Kaisha.
 BRUNNEN, British steamer, 2,900, J. H. Clark, 28th April—Saloon 25th April, Rice—Gibb, Livingston & Co.
 CHINA, German steamer, 1,114, F. Vogt, 28th April—Saloon 24th April, Rice and Paddy—Molander & Co.

HONGKONG—STEAMERS.

(Continued)
 CHOWFA, British steamer, 1,055, F. W. Phillips, 30th April—Bangkok 21st April, and Koh-chang 23rd, General—Yuen Fat Hong.
 CITY OF SYDNEY, American steamer, 1,964, Wm. B. Seabury, 30th April—San Francisco 4th April, and Yokohama 24th, Mails and General—P. M. S. S. Co.
 CROMARTY, British steamer, 1,864, W. S. Duncan, 1st May—Saloon 27th April, Rice—Dodwell, Carill & Co.

DEWAWOZE, British steamer, 1,057, R. Unsworth, 2nd May—Bangkok 25th April, and Koh-chang 26th, General—Yuen Fat Hong.
 ETHIOPE, British steamer, 1,905, F. Wankel, 28th April—Saloon 24th April, Rice—Nann Mol.

FAIR, British steamer, 117—Hongkong Government tender.
 FORMOSA, British steamer, 680, T. Hall, 3rd April—Tamsui 20th April, and Amoy 21st, General—D. Lapsak & Co.

FRONTER, Norwegian steamer, 726, Gallicksen, 27th April—Bangkok 10th April, Rice—Chinese.
 HAFSA, British steamer, 1,182, F. D. Goddard, 2nd May—Swatow 1st May, General—D. Lapsak & Co.

HONGKONG, French steamer, 752, C. Bastran, 2nd May—Haliphong 29th April, General—A. R. Marty.
 LIGHTNING, British steamer, 1,124, K. H. Sandberg, 30th April—Calcutta 14th April, Penang 21st, and Singapore 24th, Opium and General—D. Sassoon, Sons & Co.

MATHILDE, German steamer, 600, P. Moos, 2nd May—Canton 2nd May, General—Stemmen & Co.
 MONMOUTHSHIRE, British steamer, 1,870, F. Conning, 30th April—Saloon 21st April, Hogo 23rd, and Nagasaki 24th, Mails and General—Melchers & Co.

NANYANG, German steamer, 1,050, F. Schultz, 23rd April—Bangkok 15th April, Rice—Stemmen & Co.
 NUMERUS, German steamer, 3,207, H. Walter, 28th April—Yokohama 20th April, Hogo 23rd, and Nagasaki 24th, Mails and General—Melchers & Co.

PRATA, 130, Captain MacIsaac—Hongkong Government Tender.
 PRESTO, German steamer, 655, C. Stehr, 1st May—Touron 28th April, General—Stemmen & Co.

SIKH, British steamer, 1,736, J. Rowley, 29th April—Saloon 26th April, Rice—Dodwell, Carill & Co.
 SINGAPORE, British steamer, 748, J. L. Malo, 30th April—Bangkok 24th April, General—Yuen Fat Hong.

SUNOKIANG, British steamer, 994, C. B. N. Dadd, 1st May—Manila 28th April, General—Butterfield & Swire.
 TAIKONG, German steamer, 828, F. Duhme, 24th April—Saloon 20th April, Rice—Wilder & Co.

TAKTOS, German steamer, 1,050, F. Dalar, 27th April—Moji 31st April, Coals—Lauze, Wegener & Co.
 WINDSOR, British steamer, 1,799, Thos. Vernon, 28th April—Moji 22nd April, Coals—Order.

SAILING VESSELS.
 ADAM W. SPIES, American bark, 1,178, C. N. Meyers, 15th April—New York 1st Nov., Kerosene Oil—Jardine, Matheson & Co.
 BASUTO, German bark, 348, H. Eggers, 14th Oct.—Amoy 4th Oct, Sugar—Wilder & Co.

EDWARD MAY, American bark, 50, C. C. McClure, 28th April—New York 3rd Nov., Kerosene Oil—Stewart & Co.
 EDWARD KIDDER, American bark, 93, J. H. Parke, 17th April—New York 24th Oct., Kerosene Oil—Jardine, Matheson & Co.

FANNIE SKOLFIELD, American ship, 1,068, W. E. Sherman, 6th April—Singapore 18th February, Timber—Choo Shong Hing.
 FERNANDO, Norwegian bark, 347, E. Pettersen, 22nd Jan.—Gorontalo 22nd Dec, Rattans and Blackwood—Moh Wong.

MARTHA DAVIS, American bark, 812, A. L. Soule, 9th March—Honolulu 4th February, Ballast—Sheehan & Co.
 SEBASTIAN BACH, British bark, 823, C. Hansen, 25th April—Amoy 19th April, Ballast—Order.

SEWANTHA, British 4-masted ship, 3,211, D. P. Crowe, 2nd April—New York 22nd Nov., Kerosene Oil—Order.
 SPINAWAY, British bark, 325, Ganley, 29th April—Freemantle 21st Feb., Sirdalwood—Order.

VALOCTY, British bark, 491, R. Martin, 27th March—Honolulu 21st Feb., Copper and Iron—Chinese.
 WM. LE LACHUR, British bark, 573, T. Powell, 15th Jan.—Kalgas 22nd Dec, Timber—Truu Tai.

Hotels.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.
 THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly renovated, renovated and refurnished, and a NEW WING has been built, which commands magnificent views of the Harbour and Island of China.

SUMMER RATES.

(FROM MAY 1ST TO OCTOBER 31ST).
 One person, per day, from \$4.00 to \$5.00.
 One person, per week, from \$25.00 to \$35.00.
 One person, per month, from \$70.00 to \$100.00.
 Married couple (occupying one room) per day 7.00.
 Married couple (occupying one room) per week 45.00.
 Married couple (occupying one room) per month 130.00 to 140.00.
 For further particulars, apply to MANAGER, Victoria Hotel, Hongkong, 10th April, 1894.

FUJIYA HOTEL.

MIYANOSHITA, HOKKAI.
 Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.

NATURAL HOT SPRINGS.
 THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

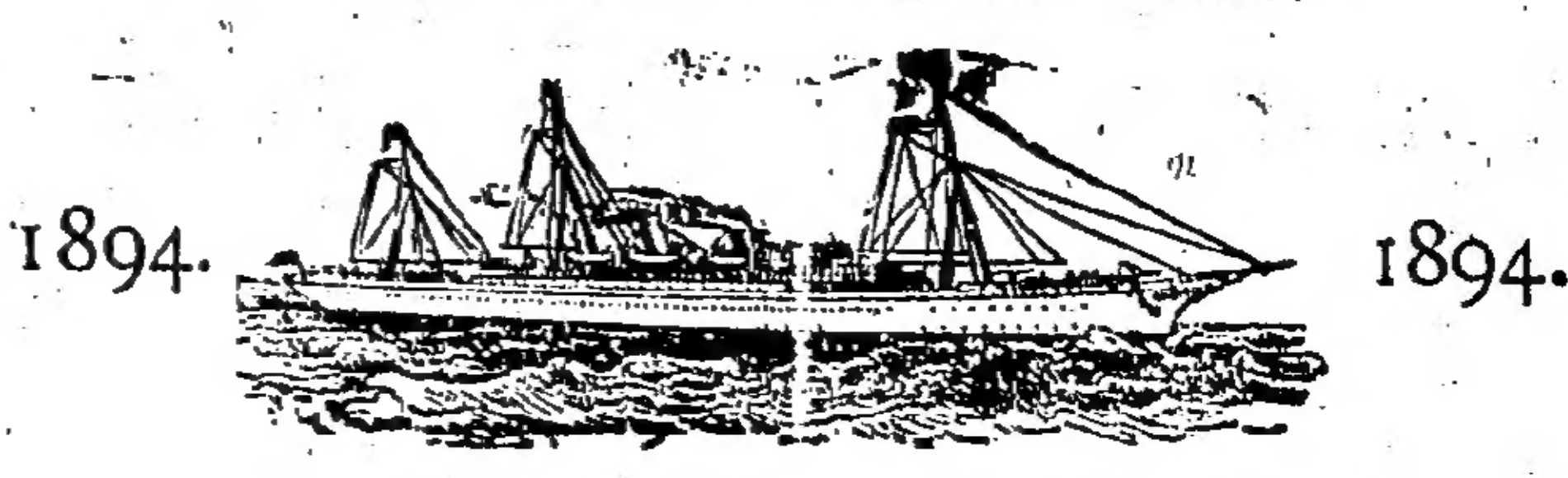
TWO ENGLISH BILLIARD TABLES.

EXCELLENT CUISINE.
 SPECIAL RATES MADE FOR A PROLONGED STAY.

B. M. YAMAGUCHI, Proprietor.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
 THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
 Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
 EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 23rd May.
 EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 13th June.
 EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 4th July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.
 The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to
 Hongkong, 2nd May, 1894. D. E. BROWN, General Agent, Pedder's Street. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Belgia (via Nagasaki, Kobe, Inland Sea and Yokohama).....Thursday, 24th May, at 1 P.M.
Oceanic (via Nagasaki, Kobe, Inland Sea and Yokohama).....Tuesday, 12th June, at 1 P.M.
Gaelic (via Nagasaki, Kobe, Inland Sea and Yokohama).....Tuesday, 3rd July, at 1 P.M.

THE Steamship "BELGIC"
 will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on THURSDAY, the 24th May, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, AND DENVER AND RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.
 Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent, Hongkong, 25th April, 1894.

FOR SALE.

JAPAN HAND-MADE PAPERS, JAPAN PRINTING PAPERS, JAPAN COPYING PAPERS, JAPAN WALL PAPERS.

PRICES VERY MODERATE.

ORDERS respectfully collected by the Under-signd.

ITSUJI BUSEN KAISHA, 1, Queen's Road Central, Hongkong, 3rd January, 1894.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
City of Sydney (via Nagasaki, Kobe, Inland Sea and Yokohama).....Wednesday, 9th May, at 1 P.M. (For Cargo only)
Citrus (via Nagasaki, Kobe, Inland Sea and Yokohama).....Tuesday, 15th May, at 1 P.M.
Peru (via Nagasaki, Kobe, Inland Sea and Yokohama).....Saturday, 2nd June, at 1 P.M.

THE U. S. Mail Steamship "CITY OF SYDNEY"
 will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on WEDNESDAY, the 9th May, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, AND DENVER AND RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.
 Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent, Hongkong, 3rd May, 1894.

NOTICE.

JEY'S SANITARY COMPOUNDS COMPANY, LIMITED, JEY'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

St. ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says
 "It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 19th June, 1894.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.
 PROPOSED SAILINGS FROM HONGKONG.